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I solemnly swear that the accompanying statement represents the circulation of The Washington Times as detailed, and that the figures represent all returns submitted, the sum of all copies of the Times which are sold, delivered, furnished, or mailed to bona fide purchasers or subscribers.
J. A. Munsey, Proprietor.
F. A. Walker, Managing Editor.

SUNDAY, JULY 21, 1912.

GREAT GOING FOR WYOMING.

The new battleship Wyoming, on her trial trip, has broken a lot of speed records.

The Wyoming is worthy of her name. She goes just like Senator Warren, on the trail of an appropriation for an army post at Cheyenne to help defend this country against a foreign invasion.

WHEN THE PUBLIC PAYS.

The completion of a municipal bath house in Philadelphia at a cost of \$40,000 only to find that no provision had been made for any intake or outlet for a water supply illustrates the inefficiency of the usual city administration. Such a thing happening in connection with the plans and erection of a plant for a private corporation is almost impossible. It is only when the public pays, that slipshod, wasteful practices are indulged in to the extent that they approach either criminality or asininity.

THE CIVIL SERVICE AND POLITICS.

The Civil Service Commission is going to investigate Federal officials who have been too active in politics. They're going to be bounced, too, it is announced, if they've been too active.

Well, maybe. Starting a crusade like this after the nomination has been stolen through the Federal employees' assistance, is like locking the barn after the horse has gone. It's about as efficacious as publishing facts about campaign funds after election.

Still, it would be pretty characteristic if the Administration, after sending out McKinley to bludgeon and bullyrag the postmasters into doing the trick for Taft, would now fire enough of them to justify a vaudeville turn in holier-than-thou high-jinks.

PROHIBITIVE EXPENSE OF THE PRIMARY

William E. Borah, Senator from Idaho, has just filed with the State authorities a sworn statement of his expenses in the campaign which renominated him. He swears that he didn't spend a cent; not one cent.

From Penrose, Barnes, Crane, Lorimer, Stephenson, Taft, and the rest in the descending scale of reactionary leaders, we hear that the insuperable objection to primaries is that they cost so much a poor man can't enter one.

They do for men of the Penrose-Barnes-Crane-Lorimer-Stephenson-Taft sort.

And even then they get beaten, usually. The man who represents the people need fear little from them at the primary. The essence of the expense objection to the primary is that it's awfully expensive to bribe the whole community.

Properly viewed, it's an objection that doesn't object.

INCOMPETENCE? YES, APLENTY.

The coroner's jury finds, precisely as was expected, that an employee was careless and incompetent, and that this accounts for the ball park street car accident of Friday evening.

This motorman had been thus employed for about ten days.

Isn't it barely possible, now, that a grand jury inquiry would enlighten the question of who was so careless and incompetent as to send an utterly inexperienced and inexperienced man to handle a rush of business at such a dangerous point?

Carelessness and incompetency, indeed! Let us locate all there is of it, all the way up.

Is it possible that the blame for this accident is actually to be imposed on the poor devil who with ten days' experience was sent to the most dangerous service the whole traffic scheme of the city affords? Is it the motorman's fault that he couldn't become a skilled operator in ten days?

It is time for the grand jury to take hold and do a real serious piece of investigating.

RECALL ALL RIGHT—IF.

Six of the Maryland Presidential electors are for Roosevelt. They are for Roosevelt because they reflect the sentiment of their respective districts, as evidenced by the votes of the Republicans of these districts.

In order that this may be changed it is now proposed by the Taft managers to call another State convention in Maryland and have these electors "re-called" and Taft electors who do not represent the sentiment of the State put in their place.

The proposition to submit the recall to a direct vote of the people does not meet with favor at the White House. The Taft forces and Special Privilege want the recall effected by a boss-controlled convention.

The Republican party and Taft are in favor of the recall if the recall is done by bosses, not by the people. Where it is proposed to have the people pass upon the recall the scheme is revolutionary. The bosses are the only ones to be trusted with affairs of party and government, according to this

theory. The right to rule must be permitted to ooze down from the select few, instead of being conferred by the majority, according to the Republican machine. The recall is all right—if bosses use it.

ARE TRUST PROSECUTIONS FRAUDS?

Congressman Pepper has introduced a bill to require the Government to appeal to the Supreme Court the decree dissolving the Powder trust. Mr. Pepper makes grave charges, which need investigation, and his bill ought to pass. It is doubtful, however, if it goes far enough. Investigation of the motives back of strange procedure of the Government in various trust cases seems to be needed.

In the Tobacco and Standard Oil cases, the trusts having been defeated and ordered dissolved, their lawyers were permitted to draw the decrees, which were accepted without change or appeal. The result has been an immense INCREASE in the values of their shares, aggregating several hundreds of millions of dollars.

This has been accompanied by INCREASES in the prices of products controlled by the trusts.

The public pays the freight. In these two cases the net result of SUCCESSFUL prosecutions of trusts has been to give the trusts immunity to further prosecution, to mulct the consuming public, and to make the monopolies more powerful as against independents than ever before.

Turn now to Mr. Pepper's charges as to the Powder trust case. Before the Government attacked that combination, independents had sued it for damages to their business, by reason of its vicious competitive methods.

The Government stepped in and sued it as a conspiracy in restraint of trade; won the suit; and, once more, as in the tobacco case, the Federal court allowed the trust's own lawyers to write the decree, which has been accepted as they prepared it.

Mr. Pepper declares this decree will not only have the evil effects that have been noted in the oil and tobacco cases, but more: that it will deprive the independents of their right of action.

The Senate has passed, and the House probably will pass, a bill by Senator Cummins to require that the tobacco decree be appealed to the Supreme Court. Mr. Pepper proposes to do as much in the powder case.

Is it to be assumed that Congress would take such drastic and unprecedented action, by way of interference with the business of the Government's legal department, if there were not excellent reasons? We think not. Senator Cummins has charged, and Mr. Pepper now charges, that the anti-trust law has been perverted from its original purpose of protecting the public into a most effective protection for the trusts themselves.

It would be difficult to believe that such a thing could be possible, if there were not a startling record of such proceedings on the part of the present Administration.

It promised to revise the tariff downward; then proceeded to revise it upward.

It prepared a railroad regulation measure, the bill of 1910, and demanded that it pass precisely as written. Under examination, this was found to be a skillfully contrived device to AUTHORIZE combinations of the most undesirable kind, to LEGALIZE overcapitalization, and, in general, to accomplish the very things it pretended to forbid.

The President in a public message to Congress recommended that the Government build its own ships and operate them in the coastwise trade by way of the Panama canal, as a guarantee against excessive freight charges by privately or railroad-owned vessels.

Then, having got a vast fund of commendation for this vigorous proposal, he sent his Secretary of War before the House Committee on Interstate Commerce, and privately withdrew that recommendation, with the explanation that after further examination he had decided that the Government ought not to build and operate these ships!

President Taft pledged himself to the Roosevelt policies of conservation, and then proceeded, through the Ballinger administration at the Interior Department, to betray those policies.

He pretended purpose to save Alaska in the public interest, and then backed Ballinger in his determined effort to give everything from its coal deposit to its harbors to the Guggenheim syndicate.

Here we have a few cases of the facing-both-ways policy of this Administration. It betrayed conservation, while pretending to promote it; it splendidly served the Oil and Tobacco trusts, while going through the motions of vigorous prosecution; it tried to destroy the railroad regulation laws; it betrayed the tariff program to which it was pledged.

Now it is charged with serving the Powder trust as it has formerly served the oil and tobacco combinations.

Is it not fair to assume that Congressman Pepper has put his finger on another sore that needs a legislative poultice?

MORAL LEGISLATION FOR BUNCOMBE.

Congress has passed, and the President will sign, a bill prohibiting interstate transportation of moving picture films representing prize fights.

Great moral reform! Noble work of lawmakers devoted to the uplift of mankind, the moral improvement of the people!

Magnificent bosh! While the commerce clause is thus stretched to cover a piece of legislation that is absolutely not needed because the States have unquestioned police powers to fit the case, there slumbers peacefully in a cobwebbed pigeonhole the legislation that seeks to give States an effective control over liquors shipped in interstate commerce into dry communities.

But then, there is endless money, "influence" and potentiality of campaign funds in the liquor business.

There isn't anything of the sort in the prize fight picture industry.

So the people get a hunk of bunk instead of the real thing. What's the difference! The poor fool people, anyhow!

More Letters to The Times on Car Service In Washington and on Suburban Lines

Some Praise, Some Criticisms, While Others Contrast Conditions Elsewhere.

From the scores of letters received daily by The Times it can be easily seen that the people of Washington are individually taking keen interest in the remedying of street car conditions in the city. Through the medium of these letters, the faults of the present operating companies are pointed out, with the result that a symposium of opinions collected from individuals living in all sections of the city who ride and observe conditions and experiences on all street railways is obtained and remedial action sometimes taken in accordance.

Many of the writers of these letters blame the traction officials for permitting the running of overcrowded cars, while still others declare they do not mind the overcrowding, preferring to ride on an overcrowded car than to wait many minutes for one that is carrying a specified number of passengers.

There are others, who are in the minority, who declare that the traction conditions in Washington, though not the best in the country, are as good as any. Following are a few of the letters received by The Times today:

Thinks Car Service Is a Joke.

To the Editor of THE TIMES:
In talking of the street car service, I think the Metropolitan line is the worst I ever saw. Wednesday night all the crowds that went to Glen Echo had to come this side of Fifth and F streets and wait for another car or have presence of mind enough when they saw the motorman switch the sign back to Glen Echo to yell for a transfer. When they leave they are marked Lincoln Park and when you get to Fifth and F you see the same as a drove of cattle. Do you see where they have any right to do that after you pay a ten-cent fare and as much back? Then when you do happen to be a lucky one and get a transfer, then you have from eight to fifteen or twenty minutes wait for a City Hall car. If they have got to transfer at Fifth and F to accommodate the crowd why don't they have enough City Hall cars running every five minutes at least?

Now, compare the street car companies. They deal in a commodity of cars, of labor, of operating, millions of dollars worth of business, and they are not to be compared with the street car companies. They deal in a commodity of cars, of labor, of operating, millions of dollars worth of business, and they are not to be compared with the street car companies.

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when it comes down to amusements, and anything that is free is simply ridden to death, whereas if they had to sit down, their purses for one-half they get there wouldn't be a handful present.

Of course, there are disagreeable things about some of the car service here, but, like everything else, you can't please everybody, no matter how good the service is. I am sure that the modern improvements to come, and taken all in all, I guess every one gets a good run for the money they pay, and, besides, every city has its number of chronic kickers. Washington, like its baseball team, being close to the top in this respect.

If some folks had the earth, wouldn't they kick because they couldn't have the moon as well? Think it over.

Very sincerely,
PENNDENIE.

Scores Citizens For Their Protest.

To the Editor of THE TIMES:
As I think I have as good an opportunity of knowing of the District street car service as any one, as I am a passenger at least seven times per day, and I consider that the car service in O. K. here, I must say that some people here should not be allowed to ride on cars, especially women who will stop a car, walk from the front to rear, then back again, after the conductor has told her there were no more seats, then, when the car has started, sends her little kick to the company.

As to overcrowded cars, if the conductor tells men on a running board to step inside, please their worst oaths are too good for him. I was a passenger on car 161, on the Great Falls line, on June 12, and after a conductor asking people to kindly step inside of the car all along the line and refusing to do so, one of the men on the running board water the cause of that conductor being kicked off the car, and when found was unconscious and badly torn up and after he recovered I called on him and asked him why the people of this city were so anxious to board a crowded car, and he said, as he always expected, just to try and beat their fare.

Last night, on a Georgetown car, a man boarded at Ninth and F streets, put his feet all over the motorman's trousers, also spit on the floor, and was swearing. The motorman and conductor both asked him to get off the car, but he refused to do so, and after a while, he was kindly refrained from bad language, and after refusing to pay his fare, called them all names.

Now, have any of these kickers noticed how men and women walk in a car and after a while, a motorman after he has possibly hurt himself stopping his car to avoid injuring them? This is not only once a day, but from twenty to thirty times a day. Now, I have been in eight foreign countries and every principal city in the United States, and in the District of Columbia for one year, and if any one can show me where the people have a larger variety of cars or more polite

motormen or conductors, or why they wait for persons a half block away, I will pay that man's fare to the Pacific Exposition in 1913.

Where are there car companies that will allow chairs, tool chests, trunks, ice-cream cans, baby carriages, dogs, and many other articles on their cars? Now, if the Washington public had parlor cars and rode free of charge they would kick. And I hope that the colored gentleman who spoke of harsh treatment on a Capital Traction car will have the last four seats of the car allotted to his race, as this is the case in several other cities. Hoping to see this published in The Washington Times, I remain, very respectfully,
G. K. RYAN.

Lauds Western Cities' Street Car Service.

To the Editor of THE TIMES:
In your paper I notice a letter from Warren W. Grimes, in which occur several statements I must criticize. In regard to the street-car tickets on street cars, which Mr. Grimes says are "almost entirely unknown outside of Washington,"

Now as a matter of fact, in Chicago six tickets are sold for a quarter; in Indianapolis one gets six for a quarter or twenty-five for a dollar; in Cleveland, the fare is 3 cents; in Louisville and St. Louis the six-for-a-quarter ticket is sold, also in Minneapolis, St. Paul, Denver, and other places.

As to horse cars, which Mr. Grimes says are to be found in Chicago and New York. If there are any horse cars in operation in Chicago, I should like to know on what line. I consider I know that city fairly well, and all the territory between St. Joe and Milwaukee and if horse cars are operated there I do not know where.

Further, only one antiquated, worn-out, moth-eaten line in New York operates this service, and it is from one touch with affairs he would know that steps are being taken to convert this last remnant of a mode of transportation into a modern line.

As for other cities, even the Cherrylyn horse car in Denver was abandoned several years ago—the one which was drawn up a hill by an old white horse, the animal afterward coasting down the hill on the car.

In regard to cars in Indianapolis not stopping for young men. Perhaps Mayor Shank has ordered the street car company to adopt this fashion of running its big, speedy, comfortable cars, but if so, the order is a mighty recent one. Indianapolis street cars make stops for all passengers, young or old, and then they make speed between the stops.

Further, Indianapolis has perhaps the best street car system in United States; that much superior to that in Washington; that there is no comparison. All cars pass one central point downtown, there is only one street car company; transfers are issued from every line to every other line, and the fare is the same for a quarter or twenty-five for a dollar.

Besides which, the city has eighteen interurban electric lines centering in a downtown station and reaching every part of Indiana and surrounding States. Here we have one good line—the Fourteenth street line—and others that run from passable to horrible service and equipment, and one electric interurban line, the W. B. & A., and several suburban lines, of which the less said the better.

I admire a man who sides with the under dog, occasionally, but in this case the under dog is the street car companies—are under because they refuse to be anywhere else; therefore, they stick up for them regardless of the accuracy of comparisons between Washington and other cities?

Further, why compare conditions here with those in Philadelphia, New York, and other Eastern cities? Why not compare them with conditions in, say, Indianapolis, Minneapolis, St. Paul, Louisville, Denver, Salt Lake City, and other Western and Middle Western cities, where they are so far ahead of the East in every point of modern development that the poor old East is held up as a horrible example of how not to do things.

Mr. Grimes might as well say to a man who suffers with an aching tooth, "Don't try to get the tooth out, I know a fellow who has a cancer." Alta Vista, Md. F. G. HEATON.

Praises Street Car Men of District.

To the Editor of THE TIMES:
Just a few lines in reference to the street car service. Others have had their say. I may as well get in my bite.

I have had the good fortune to visit quite a few cities in the United States and a few in Canada—most all of them large enough to support a street car system.

In Ottawa, Canada, I remember one evening a crowd of young sports getting aboard a Rockwell car; some of them got fresh and started to act rowdy with the conductor.

Had the same thing happened in Washington, D. C., no doubt the conductor would have stopped the car and called a cop. In the Canadian street car man do that? No, sir; he simply swung a strong right arm loaded with a cash-box containing, I suppose, the company's money, and landed a knockout, to the surprise of all. Had that happened here no doubt the street car service would be thought to blame.

In this little comparison I simply invite attention to the fact that the men in the street cars in most part solicitous in regard to the comfort of the patrons.

In Montreal, Canada, the conductor used to issue a transfer, and the next man would punch it; then the following man took it up, allowing two rides on the transfer.

Not satisfied with that, I remember distinctly a fellow scrapping with the conductor on one of the street cars, and he would not allow any more punch marks on the transfer, the person holding the transfer, and he would not allow what he thought his right to ride around town all day because he was a city salesman and around town every day. I mention this case to illustrate how these transfers are—always a source of trouble.

Just what has happened here all we Washington folk to land in a busy city like New York and attempt to carry ourselves along without a transfer? But, of course, that isn't going to happen; but I must admit we are a nice easy-going people; never in a hurry, except when we have some one else working for us.

In Minneapolis they have a fine line of large cars and on each schedule, owing to the regulations limiting their number of passengers to be carried, a person is often put to great inconvenience, and having to wait for a second, or possibly a third car, and at that you pay 5 cents straight for your ride—they do not sell tickets, but they issue transfers, and it is from one city to another, if it isn't one thing then it's another.

What about the street car service may be poor, it may be rotten, to some, to me, however, it rides about as good as any. The suburban lines are setting fine service, and I really cannot see what is to be done to better the downtown lines.

If, by kicking and knocking any great or lasting good is to be done, let us kick and knock. If there is any way by which we can compel this company to loosen up and distribute a portion of the annual dividend in the shape of cheaper rides or, perhaps, universal transfers, let us get to 'em.

If, after a good, honest trial it is found impossible to convince the street railway companies that they are behind the times, then why not start something along lines having to do with the sentiment as expressed regarding the men in charge. On the contrary, I believe them far more concerned as regards the comforts of the patrons than the patrons concern themselves as regards the conductor or fellow passengers, who are riding in and about this city I have yet to experience the first offense which I can honestly charge against the conductor or motorman, or any car in this city. I don't agree with the sentiment as expressed regarding the men in charge. 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